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## HOW TO BECOME A BIKE COURIER

The Vehicles for Hire Bylaw No. 6066 requires all Bicycle Courier operators be licensed. In order to be licensed, all applicants must pass the Bike Courier Exam, prior.

Here are the steps to obtain your Bike Courier licence. Visit us online at Vancouver.ca for more information:

<https://vancouver.ca/doing-business/bike-couriers.aspx>

### **STEP 1 - STUDY**

This Bike Courier information guide can help you to apply for a Bike Courier licence. Additionally, scroll down below to view the study material in order to prepare for the online exam and how to purchase a Bike Courier licence (plate).

### **STEP 2 - APPLY FOR NEW BIKE COURIER LICENCE**

- Complete and submit an application form, along with a copy of a government-issued photo ID showing a current address.
- Applicant must be 19 years of age or older.
- The Bike Courier exam fee, as set out in Vehicles for Hire By-law 6066, is collected prior to taking the exam.

### **STEP 3 - PASS THE BIKE COURIER EXAM**

- Bike Courier exams are currently administered online ONLY
- Once the exam fee is collected, an applicant then receives the exam link in the email provided on the application form
- If the test mark is fail, then a re-test is required but not on the same day.
- In order to do a re-test, the exam fee must be paid again

### **STEP 4 - PURCHASE THE BIKE COURIER PLATE**

Once an applicant receives a pass on the exam, then they are eligible to purchase a Bike Courier plate.

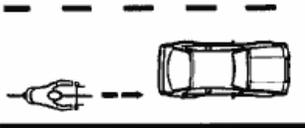
The Bicycle Courier licence fee is set in the Vehicles for Hire By-law 6066. Each January you must renew your licence and plate. Exams do not need to be re-done unless your license has lapsed for more than three (3) years.

## Rules of the Road

The British Columbia Motor Vehicle Act now recognizes cyclists as legitimate road users. Riding on the road means mixing with other *traffic*. This is only safe when all traffic uses the same *rules of the road*.

When everyone operates under these rules, actions become more *predictable*. Drivers can anticipate your moves and plan accordingly. Likewise, you too can anticipate and deal safely with the actions of others.

The bicycle, by nature, differs from most other vehicles in two important ways. First, the bicycle is very narrow. Consequently, where most vehicles use a full lane, the bicycle uses only a fraction of a lane.



(Cyclist) Lane fraction. (Car) Full lane.

Second, the bicycle is often slower than most other vehicles. In Urban areas, cyclists generally move at one-third to two-thirds the speed of the traffic around them, except where traffic congestion slows cars and trucks. However, in rural areas, or on faster roads the difference is much greater. How a cyclist manoeuvres in traffic will depend on their speed in relation to motorists.

### Where do you ride?

Because of the special nature of the bicycle, there are two rules of the road to which cyclist must pay attention.

1. Slower traffic stays right.
2. Slower traffic must give way to faster traffic when safe and practical.

These rules generally apply this way: cyclists should ride close to the right hand edge of the road without a curb, or about one metre from a curb, when it is safe to do so, unless they are turning left or going faster than other vehicles.

Check for local regulations that affect where you may cycle in your municipality. Bicycles are prohibited on some provincial highways.

### When going straight

When going straight ahead, use the right-hand through lane. Stay at least one metre from the curb to avoid curbside hazards and ride in a straight line.



Ride straight. One metre. Avoid drain grates, glass, Manhole covers and other hazards.

### Around parked cars

Ride in a straight line at least one metre away from parked cars to avoid opening car doors. Keep to this line even if the vehicles are far apart to avoid continuous swerving and to keep you in the motorist's field of vision.



Use straight path. One metre from parked cars.



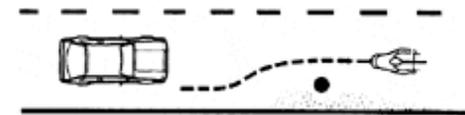
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### Which lane?

The lane you take depends on your speed relative to other traffic. Slower traffic stays right, in the curb lane.

### Taking a lane

In urban areas where a curb lane is too narrow to share safely with a motorist, it is legal to take the whole lane by riding in the centre of it. The action is safer than riding near the curb, which may encourage a motorist to squeeze by where there isn't sufficient room. If you are uncomfortable in the centre of the lane, take an alternate route. On high speed roads, it is not safe to take the whole lane.



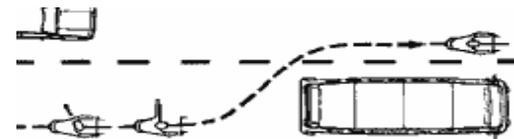
Ride in lane centre when lane is too narrow to share or it is dangerous by the curb.

### Changing Lanes

When changing lanes, remember that vehicles in the other lane have the right-of-way. The person moving into a new lane must always wait for an opening. Try to make eye contact with motorists to ensure that they see you and know your intentions.

### Changing lanes to the left

To move left one lane, shoulder check on your left to find an opening, signal your move with a left turn signal, shoulder check again then go to the right-hand side of the new lane when an opening appears.



Shoulder check. Signal. Shoulder Check. Go when clear.

### Changing lanes to the right

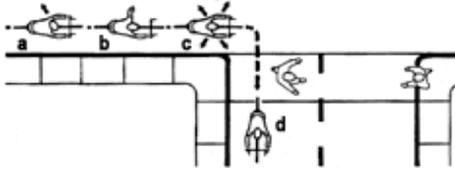
The vehicle in the right lane has the right-of-way. To move right one lane, shoulder check to your right to find an opening, signal for a right turn, shoulder check again then move into the opening. Go to the right-hand side of the new lane when an opening appears.



Shoulder check. Signal. Shoulder check. Go when clear.

## Right turns

Right hand turns are simple. Well ahead of the turn, get to the right-most lane, since you must turn from the right hand curbside to the right hand curbside. Shoulder check for overtaking traffic, then signal the turn. Scan the intersection for pedestrians, who have the right-of-way, and wait for them to clear your path. You must also stop for red traffic signals and stop signs before turning. Turn when your path is clear and no cars coming from your left will be in the intersection as you make your turn.

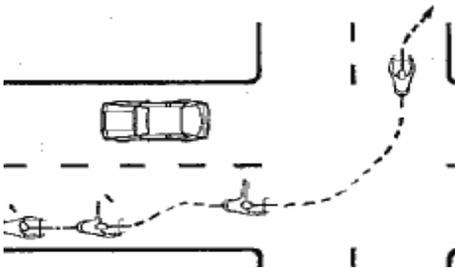


a. Shoulder check. b. Signal. c. Scan. d. Turn when path is clear.

## Left turns

Left turns intimidate many cyclists. They are undoubtedly the most complex traffic manoeuvre a cyclist will make. There are two basic ways to turn left at an intersection, depending on your cycling skill, the volume and speed of traffic.

1. **Pedestrian turn** - Walk the bike across the pedestrian crosswalk. Even experienced cyclists sometimes do this, depending on traffic conditions.
2. **Vehicular turn** - This is normally the most convenient way to turn left except where traffic is so congested that it is difficult to get into position before the turn. Vehicular style turns can be relatively simple on quiet residential streets but they require more cycling skill on multi-lane roads.



Shoulder check. Signal. Shoulder check. Go to centre of lane. Go when clear. Shoulder check. Signal and return to right side of road.

On rural or high-speed roads you should time your left turn so that you can complete the whole turn at once without affecting motorists. You don't want to get caught in the middle of high-speed traffic. If necessary slow down or stop at the right edge of the road and wait until you get a large enough gap in traffic to make your turn safely. If the traffic is heavy without a sufficient gap, continue on to the intersection and do a pedestrian turn.

## Two lane roads

When there is a single lane each way, plan early. Shoulder check, signal, shoulder check again, wait for space, and then go to the centre of the lane at the entrance of the intersection. Signal, waiting for opposing traffic to clear. Complete the turn to the centre of the lane before moving back to the right side of the road edge.

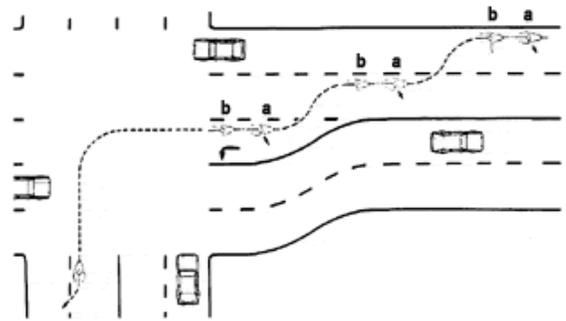
## Multi-lane left turns

Two possibilities exist: moving to a *dedicated left turn lane*, and using *multiple left turn lanes*. Both require the cyclist to move over lane by lane to get to the appropriate turning position. These manoeuvres can be quite complex and require specific cycling skills.

A cyclist must be able to shoulder check without swerving, judge gaps in traffic, signal intentions to motorists, shoulder check, and move decisively and quickly when safe to do so. You can develop these skills by practising on quiet streets first. As you gain confidence and skill you will find it easier to turn left on busier streets.

**Dedicated turn lane** - Move lane by lane to the dedicated turn lane by shoulder checking, signalling, shoulder checking, finding a gap in traffic and moving left. Wait to turn at the right-hand side of the left turn lane, if it is wide enough, or at the lane centre. Go when the oncoming traffic is clear and the traffic signal is green.

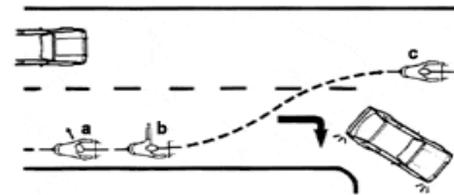
**Multiple left turn lanes** - When more than one left turn lane exists, use the turn lane at the extreme right. Use your lane-changing skills to get to this lane. Take the centre of the lane. If all traffic must turn left and the lane is wide, you may ride on the right side of the lane.



a. Shoulder check. B. Signal. Wait for opening. Go.

## Right-turn exit lanes

When the curb lane becomes a right-turn exit lane, to go straight through, change lanes to the right through lane. Shoulder check, signal, shoulder check again, then move over to the right side of the new lane when an opening appears. continue straight through the intersection.



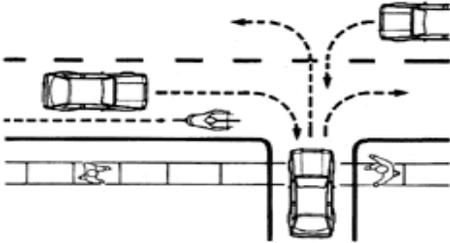
a. Shoulder Check. b. Signal. c. Go.

## Straight/Turn Lanes

When a lane presents the option of turning or going straight through, to go straight take the middle or through edge of the lane.

## Going through intersections

Intersections are more numerous than most people think, and are places where many collisions occur, so stay alert. Any point where the paths of two vehicles can cross is a potential intersection. Often residential areas contain many mini-intersections where driveways and alleys enter streets. Stay at least one metre from curbs in residential areas so that drivers about to enter the road can see you, and you can see them.



Driveway intersection. Stay one metre from curb.

## Right-of-Way

Right-of-way determines who goes through an intersection first. Before proceeding into an intersection, give way to pedestrians and vehicles already in the intersection or approaching the intersection so closely that it would be hazardous for you to proceed.

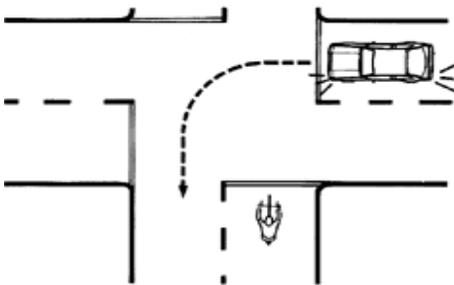
The following outlines the right-of-way at intersections with and without traffic controls.

### Without traffic controls

When you approach an intersection without traffic control signals, stop signs or yield signs at the same time as another vehicle, you must yield the right-of-way to the vehicle approaching from the right.

### All-way stop

At intersections with all-way stop signs, the first vehicle to come to a complete stop should have the right-of-way. If two vehicles arrive at an intersection and stop simultaneously, the vehicle on the right has the right-of-way.



Vehicle on the right goes first.

## Why be careful in intersections?

Most car-bike collisions occur at intersections. Obey signs and traffic signals, yield the right-of-way properly and always watch for turning vehicles.

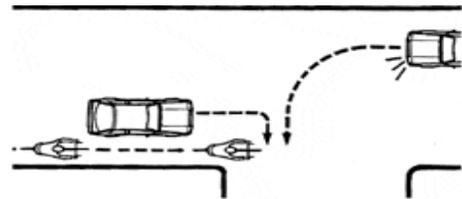
## Traffic Signal Intersections, From a Stop

If you stop at an intersection and want to go straight through, take the middle of the right-hand through lane. Move back to the right side of the lane as you clear the intersection. This way cars in your lane cannot turn right across your path.

## Moving through traffic signal intersections

When the light is green, move quickly through the intersection. The longer you are in the intersection, the greater your exposure to hazards. There are three rules for safely crossing intersections.

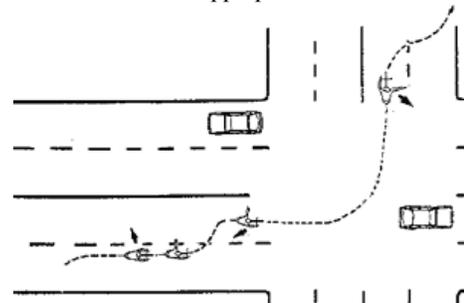
1. Watch for vehicles turning across your path and be prepared to avoid them.
2. Always enter intersections either ahead of or behind cars. If you enter the intersection beside a car you may not see its turn signals and the driver might not see you.
3. Always watch for traffic signal changes and be prepared to stop if you are not yet into the intersection.



Stay behind or head of vehicle. Watch for turning cars.

## Completing a left turn

Always complete your turn into the equivalent of the lane you turned from. Once the turn is complete, shoulder check, signal, wait and go. Move over lane by lane to the right, as close to the curb as is appropriate for the road conditions.



Move to equivalent lane. Shoulder check right. Signal. Wait. Go.

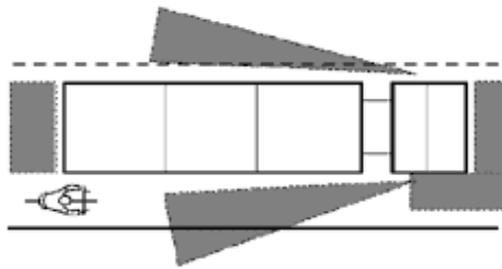
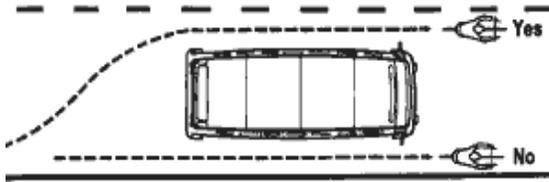
## Dealing with trucks and buses

### Blind Spots

Bus and truck drivers have large blind spots where they are unable to see passing vehicles, particularly bicycles. Please stay out of the blind spots.

If you can see the eyes of the driver in their mirror, then they can see you. Try to catch the driver's attention, or stay well ahead of, or well behind their vehicle.

Pass buses and trucks driving in the curb lane only on their left side.



Stay well ahead. When behind, let the driver see you. Stay out of the blind spots.

## MOST COMMON COLLISIONS

Be aware of the most common circumstances surrounding collisions and stay especially alert when cycling in these conditions. The following statistics are from a 1996 study\*, which analyzed the reported 6,000 collisions between bicycles and motor vehicles that occurred in BC during a three-year period.

### Collision location

Most collisions happened at intersections, where there were no traffic controls, and in residential areas.

- 63% of the collisions occurred at the intersection of a street with another street, alley or driveway, while 31% happened between intersections.
- 57% of the collision sites had no traffic controls at all; 19% had stop signs and 15% traffic lights.
- 40% occurred in residential areas, and 35% in business/shopping areas.

### Pre-collision actions

Almost four out of five cyclists were going straight ahead, while 42% of the drivers were turning either left or right.

Going straight ahead - Cyclists: 79% Car drivers: 41%  
Turning left - Cyclists: 5% Car drivers: 19%  
Turning right - Cyclists: 2% Car drivers: 23%

## Contributing factors

The most common error among cyclists was to ride without due care. Among motorists the most frequent fault was failure to yield right-of-way.

Operating vehicle without due care - Cyclists: 23% Car drivers: 14%

Failure to yield right-of-way - Cyclists: 13% Car drivers: 27%

Using the wrong side of the road - Cyclists: 10% Car drivers: 0%

Several other studies in North America have found that the primary fault in bicycle/motor vehicle collisions is approximately equally shared between cyclists and drivers. These studies also found that the single most common bicycle accident was falling without any other vehicle being involved.

All cyclists should be aware that the three most common motorist-caused bicycle/motor vehicle collisions are:

- An oncoming driver turns left in front of the cyclist.
- A driver on a cross street stops, and then pulls out directly in front of the cyclist.
- A driver barely passes the cyclist and then turns right.

*\*Hamilton and Associates. 1997. A Review of Collisions Between Motor Vehicles and Bicycles in British Columbia. Produced for ICBC.*

## **NOTICE TO BICYCLE COURIERS**

You are reminded of the following **Vehicles for Hire By-law #6066** regulations pertaining to bicycles couriers, which the Police Department will be strictly enforcing:

- 15 (1) No license shall be issued to a person to operate a courier bicycle until that person has successfully completed a written examination and a practical examination approved by the Inspector, and has paid an examination fee.
- (2) The Inspector shall furnish a numbered plate to every person qualifying for a license to operate a courier bicycle, which plate shall be attached to the bicycle operated by such person at the rear of the seat so that it is in a horizontal position and is clearly visible from behind the bicycle. Such plate is non-transferable and remains the property of the City, and shall be surrendered to the Inspector on the expiration, revocation or suspension of the license corresponding to it.
- (3) Every person licensed pursuant to this section shall at all times while operating a courier bicycle carry on his person an identification card displaying his photograph and showing his full name, address and date of birth.
- (4) A police officer may arrest without warrant any person operating a courier bicycle whom he finds committing a breach of this by-law if such person fails to stop and produce his identification card or state his proper name and address when so requested by the police officer.
- (5) No person shall:
- (a) deface or alter a number plate issued pursuant to this section; or
  - (b) display a numbered plate issued pursuant to this section that has been defaced or altered.
- 32 (1) Every person who commits an offence against this By-law is liable to a fine and penalty of not more than \$2,000.00 and not less than \$100.00 for each offence.

Attached is a copy of the various offences for which the Police Department may also issue tickets.

Compliance with these regulations and requirements will be expected.

### VIOLATION TICKET MV6000A

The following is provided as a reference for the more commonly issued tickets. Violation Tickets may be issued for any offence listed in the Offence Act Regulations.

#### Motor Vehicle Act Section

Section	Description	Pts
123	Fail to obey police direction	2
125	Disobey traffic control device	2
127(1)(a)(ii)	Fail to yield to pedestrian	2
127(1)(a)(iii)	Fail to yield to vehicle - green light	2
128(1)(a)	Yellow light at intersection / no stop before intersection	2
128(2)(a)	Yellow light - no intersection	2
129(1)	Red light at intersection	2
129(3)	Fail to yield – right turn - red light	2
129(4)(b)	Fail to yield left turn - red light	2
129(5)(a)	Red light - no intersection	2
130(1)(a)	Fail to yield or disobey green arrow	2
130(2)(a)(i)	Fail to stop – yellow arrow - marked crosswalk	2
130(2)(a)(ii)	Fail to stop – yellow arrow - intersection	2
130(2)(b)	Fail to yield – yellow arrow – pedestrian.	2
131(1)(a)	Red flashing light at intersection	2
131(2)(a)	Red flashing light - no intersection	2
131(3)(a)	Yellow flashing light at intersection	2
131(4)(a)	Yellow flashing light - no intersection	2
131(5)(a)	Fail to yield at green flashing light	2
134	Fail to obey lane direction control signal	2
140	Disobey construction signs	3
141	Disobey flagman	3
143	Drive over newly painted lines	2
144(1)(a)	Drive without due care	6
144(1)(b)	Drive without consideration	6
144(1)(c)	Speed relative to conditions	3
145(1)	Slow driving	3
146(1)	Speed in/outside municipality	3
146(3)	Speed against highway sign	3
146(5)	Speed against area sign	3
146(7)	Speed against municipal sign	3
146(11)	Speed on municipal lane	3
147(1)	Speed in school zone	3
147(2)	Speed in playground zone	3
148(1)	Excessive speed	3
149	Fail to stop for school bus	3
150(1)	Fail to keep right	3
150(2)	Slow vehicle not on right	3
150(3)	Fail to keep right of rotary traffic island	3

151(a)	Unsafe lane change	2
151(b)	Lane change solid line	2
151(c)	Change lanes without signal	2
151(d)	Left turn from wrong lane	2
151(e)	Right turn from wrong lane	2
151(f)	Illegal pass on laned roadway	2
151(g)	Slow moving in wrong lane	3
154	Passing when meeting oncoming vehicle	3
155(1)(a)	Cross solid double line	3
155(1)(b)(i)	Fail to keep right of double broken or solid line	3
155(1)(b)(ii)	Cross solid broken line	3
155(1)(c)	Fail to keep right of single broken/solid line	3
157(1)(a)	Fail to pass at safe distance	3
157(1)(b)	Fail to complete pass safely	3
157(2)(a)	Fail to yield to passing vehicle	3
157(2)(b)	Increase speed while being passed	3
158(1)	Pass on right	2
158(2)(a)	Unsafe pass on right	2
158(2)(b)	Pass on right off roadway	2
159	Unsafe pass on left	3
160	Pass without clear view	3
161	Disobey traffic sign or signal	2
162(1)	Follow too closely	3
162(2)	Commercial vehicle follow too closely	3
162(3)	Fail to leave sufficient space between vehicles for passing	3
163(a)	Drive over highway divider	3
163(b)	Fail to keep right on divided highway	3
164(1)	Enter controlled access hwy	3
164(2)	Leave controlled access highway	3
165(5)	Improper turn at intersection	3
166	Improper left turn - no intersection	2
167	Improper right turn - no intersection	2
168(a)	Unsafe U-turn	2
168(b)(iii)	Prohibited U-turn	2
168(b)(iv)	U-turn – intersection	2
168(b)(v)	U-turn – business district	2
169	Unsafe start	2
170(1)	No signal on turn	2
170(2)	Inadequate signal on turn	2
170(3)	Fail to signal stop or decrease in speed	2
173	Fail to yield at uncontrolled intersection	2
174	Fail to yield on left turn/fail to yield to left turn vehicle	2
175(1)	Fail to yield after stop	2
175(2)	Fail to yield to vehicle leaving stop	2
176(1)	Emerging vehicle - fail to stop	2
176(2)	Emerging veh.-fail to yield	2

177	Fail to yield for emergency vehicle	3
179(1)	Fail to yield to pedestrian	3
179(3)	Pass vehicle yielding for pedestrian	3
179(4)	Disobey school guard/patrol	3
181	Fail to exercise duty to pedestrian	2
185(1)	Fail to stop or leave safely at railway crossing	2
185(2)	Drive past railway crossing gate	2
185(4)(e)	Commercial vehicle - no stop at railway crossing	2
185(5)	Fail to proceed with caution at railway crossing	2
186	Disobey stop sign	3
191(2)(a)	Unsecured motor vehicle	0
193	Reverse into intersection	2
193	Reverse when unsafe	2
194(1)	Operate motorcycle - not on seat	2
194(3)	Permit unlawfully seated passenger on motorcycle	2
194(4)	Operate motorcycle - more than two abreast	2
196	Improper operation of vehicle on canyon, defile, or on mountain road	2
198	Follow fire truck too closely or park near fire truck	2
199	Drive over fire hose	2
200	Drive on sidewalk	2

#### Motor Vehicle Act Regulation Section

##### Cycles (Uni-,Bi-, & Tri)

Riding on sidewalk	183(2)(a)
Riding in a crosswalk	183(2)(b)
Must ride on right side of road	183(2)(c)
Riding two abreast	183(2)(d)
Riding without one hand on handlebars	183(2)(e)
Fail to ride on seat	183(2)(f)
Carrying passenger on cycle	183(2)(g)
Riding when prohibited by signs	
Riding while attached to vehicle	183(5)
Fail to have headlight, taillight & rear reflector ½ hour after sunset & ½ hour before sunrise	183(6) (a)(b)(c)

##### Street & Traffic By-law 2849

Sec. 60	Bicycle on Sidewalk
Sec. 60A	Cyclist Wearing Headphone (both ears)
Sec. 63A(1)	Cycling on sidewalk in a Public Park

##### Vehicles for Hire By-law 6066

Sec. 7(1)	Bike Courier fails to obtain license
Sec. 15(2)	Bike Courier fails to have plate or improperly displays plate
Sec. 15(3)	Bike Courier fails to carry Photo ID w/ Name, Address & Date of Birth
Sec. 15(4)	Power of Arrest – Bike Couriers

*As a cyclist*, you should know that the use of bicycles is regulated by the British Columbia Motor Vehicle Act (MVA) and by other regulations in force in cities & municipalities.

The Motor Vehicle Act has been updated, and now recognizes cyclists as legitimate road users (the old Act dated from 1957 when bicycles were primarily used for recreation).

Some of the changes to the Act include: ‘cycles’, as the Act calls them, have been added to the list of emergency vehicles; cyclists no longer have to ride on a path if one exists adjacent to the roadway – although riding “as far right as practicable” now includes riding on a paved shoulder if one exists; cyclists can now signal a right turn with their right arm; and a red rear light is now required for night riding. (Changes in those sections of the Act we’ve listed below have been underlined.)

The biggest addition to the Act, however, is the section requiring all persons operating or riding as a passenger on a bicycle to wear an approved bicycle helmet.

## **Under the Motor Vehicle Act (Section 183) a person operating a bicycle has the same rights and responsibilities as a driver of a vehicle.**

In addition, they must:

- ride as far to the right as practicable
- always ride with at least one hand on the handlebars.
- not ride on sidewalks, unless otherwise directed by signs
- not ride abreast of another cyclist
- not carry passengers unless the bicycle is designed to carry more than one person
- not ride other than astride a regular seat of the cycle
- not ride a cycle when it is attached by the arm and hand of the rider other otherwise to a vehicle on a highway.

The Act also states: “if an incident occurs: by which a person or property is injured, directly or indirectly, owing to the presence or operation of a cycle on a highway, the person in charge of the cycle shall:

- (i) remain at or immediately return to the scene of the incident;
- (ii) render all possible assistance; and
- (iii) give to anyone sustaining loss or injury, and to any peace officer who is present, their name and address and the name and address of the owner of the cycle, and if the cycle has been licenced and registered, the licence or registration number of the cycle.

The MVA also regulates the lighting to be used when operating a bicycle:

“A cycle operated on a highway between one-half hour after sunset and one-half hour before sunrise must have the following equipment: a) a lighted lamp mounted on the front, and under normal atmospheric conditions capable of displaying a white light visible at least 150 m in the direction in which the cycle is pointed; b) a red reflector of a make or design approved by the Insurance Corporation of British Columbia for the purposes of this section; c) a lighted lamp, mounted and visible to the rear displaying a red light.” and “Despite any other provision of the Act or the regulations, a cycle may be equipped with a flashing red light that is of make or design approved by the Insurance Corporation of British Columbia for the purposes of this section.”

The MVA also details signalling:

“ A person operating a cycle on a highway must signify a) a left turn by extending the person’s left hand and arm horizontally from the cycle, b) a right turn by doing either of the following: i) extending the person’s left hand and arm out and upward from the cycle so that the upper and lower parts of the arm are at right angles: ii) extending the person’s right hand and arm horizontally from the cycle, and c) a stop or decrease in speed by extending the person’s left hand and arm out and down from the cycle.

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Municipalities may also regulate the operation of a cycle within their boundaries. All bike courier applicants should familiarize themselves with the City of Vancouver Vehicles for Hire By-law 6066 Section 15.

# FIVE BASIC TRAFFIC CYCLING PRINCIPLES

(Adapted from Effective Cycling by John Forester)

All drivers, regardless of the type of vehicle they drive, follow the same basic traffic principles. The size and speed of your vehicle may influence how you apply these principles, but the reason is the same: to reduce conflicts between road users.

Understanding the following basic traffic principles will enable you, as a cyclist, to ride safely in most traffic situations.

- 1) Ride on the right side of the roadway. Do not ride on the left, or on the sidewalk. Cyclists who ride facing traffic are more vulnerable, because other drivers do not expect wrong way traffic. Sidewalk riding is also very hazardous because each driveway or laneway becomes, in effect, an intersection.
- 2) How and when to yield to crossing traffic. Yielding means deciding if you must yield and, if so, waiting until it is safe to go. There are two basic rules for drivers who meet at intersections: (a) the driver on the minor street or lane yields to the driver on the main street; and (b) at an uncontrolled intersection, the driver who arrives last yields, or, if the drivers arrive simultaneously, the one on the left yields.
- 3) How and when to yield to same-direction traffic. Every driver who wants to move into a new line of travel must yield to traffic already in that line. Before moving sideways on the road you must look behind to check that it is safe to do so.
- 4) Destination positioning at intersections. This depends on your intended direction beyond the intersection. At a simple intersection, start a left turn from near the centreline, and a right turn from near the curb. At a multiple-lane intersection, choose the right-most lane that serves your destination.
- 5) Positioning between intersections. Your positioning, while travelling between intersections depends basically on your speed relative to the rest of the traffic, and also on the usable, width of the road. On a lane that is too narrow to share, ride in the middle. On a wide lane, if you are the slower vehicle, ride to the right; if you are the faster vehicle, pass on the left. Do not squeeze between moving cars and the curb. It is o.k. to pass a left-turning vehicle on its right side.